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*This is only a partial list; if you don't see what you want ask
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NOTABLE WRECKS SAVED

Evidence of Development in Saving Stranded Vessels.

Steamer Milwaukee Was Cut in Two—Floated and New Bow Built—How the Liner Paris Was Saved.

Probably the most remarkable achievement in the line of wrecking and rebuilding in maritime history is represented by the reconstructed steamer Milwaukee, which was turned out in the summer of 1899 at the yard of C. S. Swan & Hunter, at Wallsend-on-Tyne, Eng. The Milwaukee, a vessel of 483 feet length and 56 feet beam, went ashore near Aberdeen in September, 1898, a huge rock penetrating the hold for a length of thirty feet and to a height of eight feet above the tank top. When the salvage operators saw that it would be impossible to save the entire vessel, it was decided to blow her in two with dynamite. This was done successfully and 180 feet of the fore-end was left on the rocks, while the after end was towed to a dry dock.

To sever the steamer, successive charges of dynamite were applied, each charge being distributed over a length ranging from four feet to six feet, and the charges varying with allowance for the thickness of the steel plates to be severed. Such was the quality of the steel, however, that more than 520 pounds of dynamite were utilized. Despite the heavy charges exploded, however, none of the parts of the structure adjacent to the belt of cartridges was seriously damaged. The saved portion of the vessel depended for flotation, until placed in dry dock, upon a transverse watertight bulkhead at the forward end of the boiler space. The saved portion extended from just before the forward end of the navigating bridge to the stern, the engines and boilers being thus preserved. It was towed to the Tyne and moored in the river until a new bow was built, launched, and made ready for connection to it. A remarkable feature of the removal of the after end of the Milwaukee was found in the fact that it was towed with the bulkhead end foremost, and that the tugs were assisted by the ship's own engines. Her builders set about reproducing a facsimile of the lost bow; so well did they succeed that a person ignorant of the facts would never know that he was not looking at the original bow.

The success of a Hamburg salvage corporation in floating the American liner Paris, stranded on the Manacles rocks near the entrance to the English channel, after British firms had abandoned the attempt, has very naturally caused an immense amount of comment. The whole effort of the British salvors was to pull the vessel off the rocks by means of tugs assisted by the steamer's own engines. The inspection made by the divers disclosed the fact that a hole about twelve by sixteen feet in size had been made in the vessel's bottom by great pinacles of granite, which had penetrated her outer shell about midships under the first and second boiler rooms. The Germans early decided to abandon the plan of the British wreckers. Instead, they adopted the plan of blasting away the teeth of granite which held the liner.

Before this could be undertaken it was necessary to do an immense amount of patching from the bow aft to the midship section, and the steamer's bow was lifted out of the water by adding weight to her stern and filling her after compartments with water. The danger of injuring the vessel restricted the size of the blasts, but in all more than 15,000 cubic feet of rock was removed; moreover, this was all done under water. As rapidly as the boulders were detached, hawsers were made fast to them and they were dragged out of the way by the wrecking steamers.

Difficulties of the greatest magnitude presented themselves when the work had advanced to the point at which it became necessary to blast away the last pillar of granite holding the Paris. The steamer had been filled with water flush to her depth of fifty feet, in order to raise her bow, and, inasmuch as her own pumps could not cope with this, holes had to be cut in her decks and sides in order that a powerful wrecking steamer might lie alongside and suck out the water ballast. As the vessel righted, the rush of water tore out some of the compartments and the engine rooms were inundated and the furnaces submerged. Scarcely had she been righted and her engine rooms pumped out when a gale sprang up which opened her seams and allowed her to fill again. To steady her during the storm and prevent her being driven farther on the rocks, anchors were carried out from the bow and stern on both sides, and the chain of the anchors kept taut by means of steam winches on the deck of the vessel. When the gale subsided, the boat had to be pumped out again and considerable additional patching done. The patches utilized were formed of shields of wood, fitted over the breaks and padded around with canvas and rubber. Some of the shields were as large as the door of a house. The actual releasing of the vessel was accomplished by setting in motion the steam winches connected with the chains of the stern anchors while the three wrecking steamers united simultaneously in a long, steady pull.—Engineering Magazine.

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